

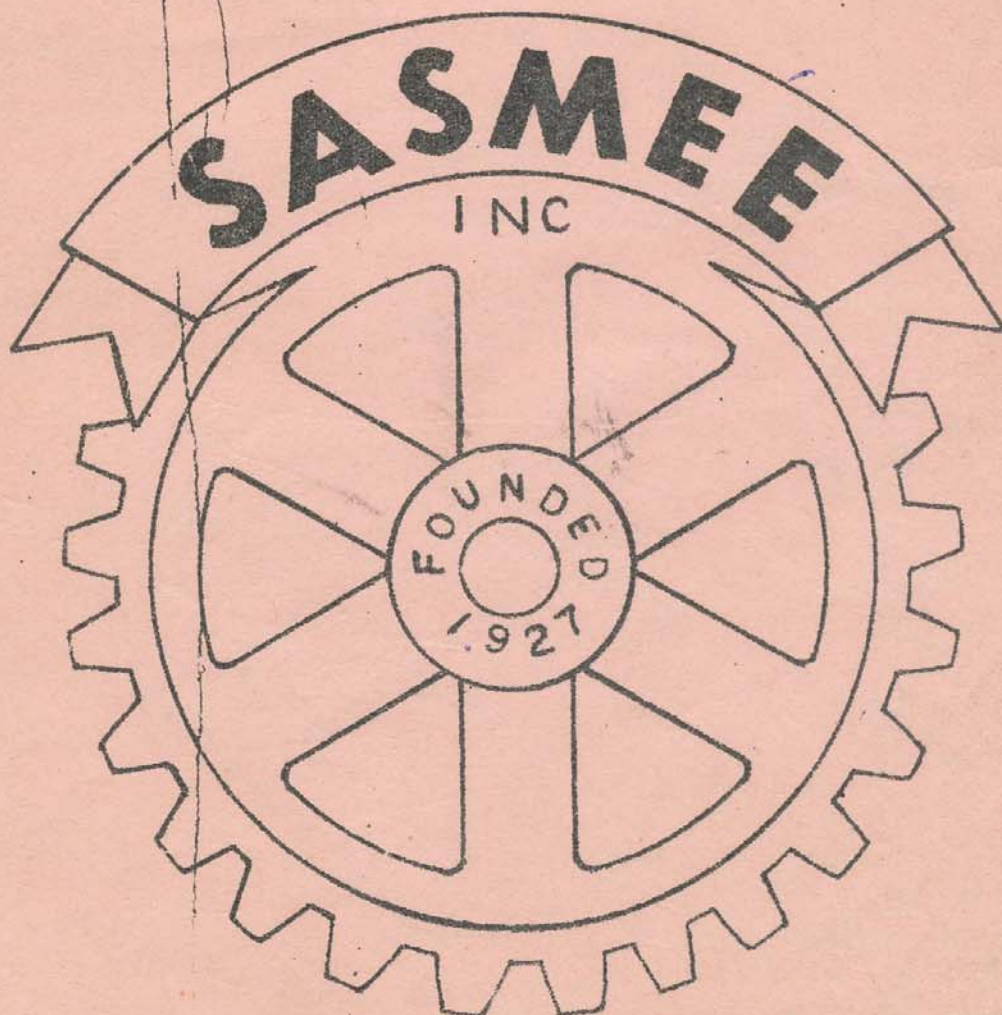
Recd 24 Feb 1975

S A S M E E

SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS

BULLETIN

THE OFFICIAL JOURNAL OF THE SOUTH AUSTRALIAN SOCIETY
OF MODEL AND EXPERIMENTAL ENGINEERS.



EDITORIAL

With the acceptance of the Constitution by a General Meeting of Members, and with the Rules listed for final consideration at the January Tuesday 28th off night meeting at which it is hoped to complete all discussion of same, we can now offer a word of thanks to those Members who gave a considerable amount of time to their formulation.

Our President, Paul Griscti, has a few comments to make and here they are :-

'At the September General Meeting the revised Constitution was adopted. A copy is posted in the club rooms for your information. At the same meeting approximately one third of the revised rules were dealt with. These rules and the remaining suggested revised rules will be posted in the club house for your perusal and comment. The fourth Tuesday in January 1975 has been set aside to discuss the remaining section of the rules. The revised constitution and rules represents many long hours of investigation and discussion on the part of the special committee of J. Welch, L. Peckham and P. Griscti and I would like to record my appreciation to John and Len for their efforts.

This task may appear to many to have dragged on a long time but I can assure you that no point has been left un-discuss and I hope we can complete our task at the February meeting by a formal adoption of these rules. Come along on the January night and have your say.

Now that the weather appears to be improving I hope to see more use of our club facilities and a bigger roll up at Field days and working bees. There are still a few routine maintenance jobs that need attending to.

I take this opportunity to wish all club members, their families, and readers of this Bulletin a Merry Christmas and a Happy New Year, and happy model engineering to you all.'

Paul Griscti

For the benefit of those members who intend attending the 1975 Easter Convention at Lake McQuarie, lists of Motels and Hotels are now available. A point to remember is that the elevated track is 3½" gauge only and the ground level 5" gauge only. Your wheel dimensions must conform to the standards as specified otherwise you may be refused ground level running.

An innovation this year is the visit by Members of the Whyalla Society of Model Engineers to S.A.S.M.E.E. in December instead of us visiting them on the long week-end Labor Day in October.

Remembering the hospitality enjoyed by us on previous occasions at Whyalla it is up to all members to assist in making our guests visit a happy and enjoyable one. We hope to have the several features of SASMEE in full swing, thus adding to our guests enjoyment. So please keep this weekend clear (Dec.14 and 15) and make a point of attending.

As on previous years and owing to the way in which our quarters fall I would like to wish all of my members and all other Modelling Societies a Merry Christmas and a very Happy New Year. May you all enjoy good health, good steaming and most important of all drive carefully on the road.

C. BURDEN
EDITOR & HON. SECRETARY

QUARTERLY AGENDA

- GENERAL MEETINGS: 2nd Tuesday each month at 8 p.m.
- DECEMBER 10TH: Open to general talk and discussion
- 1975
- JANUARY 14TH: Film and slides if can be arranged
- FEBRUARY 11TH: Film show by Mr. Salisbury, Commissioner of Police.
- INTERMEDIATE MEETINGS: (Informal) 4th Tuesday each month at 8 p.m.
December 24th, (January 28th, Discussion of Rules) February 25th.
- COMMITTEE MEETINGS: 1st Tuesday each month at 8 p.m.
December 3rd, (not held in January)
February 4th.
- WORKING BEES: 1st Saturday each month at 2 p.m.
December 7th, January 4th, February 1st.
- PUBLIC FIELD DAYS: 1st Sunday each month at 2 p.m.
December 1st, January 5th, February 2nd.
3rd Saturday each month at 2 p.m.
December 21st, January 18th, February 15th.
- SPINA BIFIDA: Saturday November 30th at 2 p.m.
- WHYALLA SOCIETY WILL VISIT SASMEE - Saturday 14th & Sunday 15th Dec
- ANNUAL BARBECUE: After running on December (21st) Field Day.
For members and their families.

PLEASE CHECK WITH ROSTER FOR YOUR ATTENDANCE ON CANTEEN

LOCO TRACK SUPERVISORS:

L. Fielder, A. Ide, P. Burton.

Barber 2557550 Dec 74 - Feb 75

SUNDAY FIELD DAY CANTEEN ROSTER
(1st Sunday each month)

DECEMBER 1st

J. Spry
W. Holdsworth

JANUARY 5th

W.L. Menadue
O. Thomas

FEBRUARY 2nd

T. ENGLAND look over
D. White *719419*
P. Waugh *497079*

SATURDAY FIELD DAY CANTEEN ROSTER
(3rd Saturday each month)

DECEMBER 21st

H. Bateup
G.M. Culley

JANUARY 18th

D. Allen
W.H. Brownlow

FEBRUARY 15th

R. Bickford
G. Caesar

IMPORTANT NOTICE

IF UNABLE TO ATTEND AS PER ROSTER PLEASE PHONE
SECRETARY PH. 795292, SO THAT A RESERVE CAN BE
NOTIFIED IN TIME.

PLEASE REMEMBER TO BRING THE MILK

ROSTER FOR LOCKING UP ALL BUILDINGS AND GATES:

DECEMBER

Sunday 1st R. BROWN
Saturday 7th D. ALLEN
" 14th W. BRADFORD
" 21st I. CLARK
" 28th J. DAVEY

1975 - FEBRUARY

Sunday 2nd D. ALLEN
Saturday 1st W. BRADFORD
" 8th I. CLARK
" 15th J. DAVEY
" 22nd P. GRISCTI

JANUARY - 1975

Sunday 5th P. GRISCTI
Saturday 4th M. CARMODY
" 11th B. HOMAN
" 18th R. SMYTHE
" 25th R. BROWN

MARCH

Sunday 2nd M. CARMODY
Saturday 1st B. HOMAN
" 8th R. SMYTHE
" 15th R. BROWN
" 22nd D. ALLEN
29th W. BRADFORD

S.A.S.M.E.E. NEWS

By the time that you read these notes our display of the modellers craft at B.P. House, will probably have been completed and models returned to the respective owners. I cannot at this stage comment on the public reception to the exhibit but feel sure that it will make a very favourable impression with perhaps two useful responses, namely that of a greater interest in SASMEE Park and possibly result in applications for membership. Those members who lent their models are thanked by the Committee for making the display a success.

With the advent of a monthly Sunday Field Day our Public attendance has doubled and consequently our Public Risk Policy has to be increased to cover the extra Risk involved. This will be attended to shortly when our yearly premiums fall due. A small increase in cost will provide the extra cover required.

After much careful consideration a letter has been drafted and posted to the Chief Inspector, Department of Labour & Industry, (South Aust.), regarding the construction and use of our boilers in the various ways in which they are used. In doing so we fall into line with most other Societies in the various States. By so doing we hope to receive D.L.I. written approval of our usage of steam pressure boilers. Member Terry Middleton was of great assistance in this important matter and we are indebted to him for his help.

A direct contrast to the September Sunday Field Day, the October run was a complete success, particularly with regard to the number of locos operating. There was a good public response and the afternoon passed off without a hitch.

We await the visit to SASMEE Park by members of the Whyalla M.E. Society with great interest and look forward to an exciting and enjoyable weekend. It is taking place on Saturday and Sunday, December 14th and 15th. The co-operation of all members is requested not only for locos but steam house and boats. Owing to Whyalla Society's participation in the Pichi Richi Historical Railway Society it was felt inadvisable for us to visit Whyalla on the Labor Day long weekend and so this other affair has been arranged. Barbecues and other meals will be arranged for our guests, hence the call for your co-operation.

We were all shocked to hear of one of our most respected members, John Welch, being placed in hospital owing to a most serious car smash in which his new car was a complete write-off. John says that he had a most remarkable escape from death, owing to the severity of the impact. He was still recovering from major surgery about 9-12 months ago and has in consequence suffered a considerable setback in health due to this accident. However, we all wish him a speedy recovery and look forward to him driving his Jubilee in the near future.

I have been asked to mention that a good selection of books devoted to the Modellers art and also those of a technical nature are stocked by the Hobby shop Semaphore. I do not know the full address but no doubt it would appear in the telephone book.

Also for the benefit of new members and country members enquiring where materials can be obtained the following suggestions may be of help:-

Phosphor Bronze and Allied metal castings -

Wheatley and Williams, Port Road, Hindmarsh
Fletcher & Sons, 1 Boulderstone Road, Gepps Cross.

Cast Iron Castings:

Weaver & Bailey, 86 Gibson Street, Bowden

Hand Tools & various grades of steels; brass rod round & hexagon

McPhersons, see Phone book for 1973, page 298 for various materials

Stainless Steels etc.

Eagle & Globe Steel Co.Ltd., 36 Hawker Street. Brompton.

Copper Sheet & Tubing & allied products.

Contact J. Welch or M. Turner & Noyes Bros. Angas Street, Adelaide.

For those interested in the Historical Society's Steam train runs regular circulars are received giving details of these excursions and are posted on the Notice Board.

Owing to a tight time schedule the talk and demonstration by Wordill Distributors for the October meeting was cancelled and Bob Smythe and Morrie Turner filled in the gap with two interesting talks. Bob spoke at length on the excellent results he got from using "Char" exclusively in his tank loco and gave us the result of his experiences and the method of firing with this type of fuel. Morrie then took over with a talk on the construction and setting out points for a ground level set-up. At a quick glance this very essential part of track construction appears relatively simple, but on further investigation as outlined by Morrie, there is more to it than meets the eye.

SASMEE will now appear in a brochure to be issued by the Victorian Tourist Bureau. The entire operation of conveying the necessary information was conducted by telephone calls from Victoria and I hope soon to receive a copy.

Similar to the above, Ian Clark is engaged in a round of talks with the South Australian Tourist Bureau, who plan to produce literature of our activities for the benefit of overseas and interstate visitors.

Relative to Bob Smythe's talk on "Char" we now have a good supply of same and you are invited to use it in your loco fire box.

I have just received from the Springvale Live Steamers a plan of their proposed extension of their track (phase 2) and also a brief news letter. We look forward to viewing and perhaps driving on it at its completion (not the news letter).

I have recently had stored in my workshop a Weir (full sized) feed water pump. There is an excellent possibility that it could be installed in SASMEE grounds at a future date. Anybody wishing to view it is welcome to do so at my home. Also there is a strong possibility of obtaining from another source an old horizontal steam engine (full size) which has seen service in a soap making works. Terry Middleton is the member who is making the above two items available. Thanks Terry.

The following announcement will have taken place a few days before you read this but nevertheless it is with very

great pleasure that I record the coming marriage of Mrs. Robin Harford and Mr. Roger Geisecke at Waterfull Gully Kiosk on November 9th at 12.30 p.m. Both are members of the Field Geology Club and are also interested in Gemology.

Roger, as most of us know, is nearing completion of his 3½" gauge Mallet, modelled on the Chesapeake and Ohio Alleghany Class 2-6-6-6 Loco. All mechanical details are complete and the boiler is ready for cladding and painting. We hope to see it in action in the near future.

Members are reminded that Saturday November 30th has been set aside for a Field Day to assist the Spina Bifida Society. Your co-operation for this event is earnestly requested in order to make the affair a success.

The past few weeks have seen several Interstate visitors at the Park. Among them are Murray Hill of the Moorabbin Society, three members of the Diamond Valley Railway, and Lloyd Dannenberg of the Queensland Society of Model Engineers. They were all at various times present at SASMEE for a run and Lloyd spent a Saturday morning at my workshop doing repairs to his loco which was damaged whilst in Victoria. With this rectified he spent the afternoon at the Park where he had a good run.

At this stage I would like to voice an appreciation of John Welch and Howard Bateup who have made their locos available to other members and enabled us to conclude a field day which very nearly had to be cancelled owing to a shortage of engines. Also a word of thanks to Jack Mell who has this year on several occasions stood in for someone else on the Canteen. These actions to my mind reflect the true Club Spirit.

COMING EVENTS

Spina Bifida Saturday November 30th.
Visit by Whyalla Soc. December 14th and 15th.
Annual Barbecue After running December 21st
February Meeting Films etc. by Mr. Salisbury S.A. Police
 Commissioner.
Tuesday, Jan. 28th Discussion on Rules.

RUN ON FRED HERCUS' LOCO TRACK AT STIRLING:

Sunday 13th October at Goulds Road Stirling was the venue for a group of SASMEE Members and their families for a barbecue lunch and a run on Fred's 3½" and 5" gauge track. Located at the lower end of a gently sloping gully with the grade kept at a reasonable one by means of a very imposing steel bridge with about a 20 ft. drop to the creek bed below, the track provided a good ride with a fairly stiff uphill run over the bridge and then an exciting long down hill dash. Those present were: J. Thurmer, Owen Thomas & Family, Len Peckham, Ian Clark & Family, Horrie Guignon, Harry Pearce & Wife, John Welch & Wife, Alan Frankham & Wife and brother-in-law Leo Cook & Wife, Roger Giesecke, Clary Burden & Wife and grandson Peter Gore. The locos were: Meredith, Crampton, Jubilee, Fowler 0-6-2 and of course Fred's 5" Olympiad mostly driven by his grandson. Our thanks to Fred for a most enjoyable day.

1975 EASTER CONVENTION AT LAKE McQUARIE:

A news letter and list of Hotels, Motels etc. has been received from Les Lamb the Secretary of the Host Society. Also a plan of the district. Copies of same are available to those who anticipate making the trip. Early application for booking is urged.

INTERSTATE NEWS LETTERS

THE BIG WHEEL NEWS OF S.L.S. VICTORIA: writes of the Pichi Richi Railway and also gives details of the correction of faults commonly seen on model loco wheels.

HOT OIL, THE JOURNAL OF WESTERN DISTRICT SOCIETY:

Useful tips on doing a big job on a small lathe are given and an article on the relative advantages of brown versus black coal.

MELBOURNE STEAM TRACTION ENGINE CLUB:

A very lengthy list of coming events points to an energetic Committee and all goes well for the Society for with all of this interest a healthy sign of the Club's affairs is obvious and no member can complain of boredom.

LAKE GOLDSMITH STEAM ENGINE PRESERVATION SOCIETY:

Several articles of great interest appear in this journal and your attention is directed to same.

THE RAND SOCIETY OF MODEL ENGINEERS (South Africa):

Articles on Oil Engines, Workshop safety, a travellers diary, and three verses of poetry (of all things in a Model Engineers Journal) by their Treasurer, Patricia Batt make truly great reading.

Dec Feb 74 75

The South Australian Historical Society has several more Steam runs arranged, so check the Notice Board if you are interested.

WELCOME TO NEW MEMBERS

The following new Members are welcomed to the Society and are invited to participate in all of our activities :

Philip Marsh	-	Interest	Locomotives
Ian Bradford	-	"	Stationary engines & boats
John Hamann	-	"	Steam engines

Your attention is called to the 4th Tuesday night at 8 p.m. January 28th, for the further discussion of the rules. Your attendance is requested (see agenda).

Model Engineering Supplies:

Nuts, Bolts, Rivets, Taps, dies etc. by Barry Tulloch, Sydney
Supplies in Adelaide available from John Wakefield.

To South Africa by John Wakefield (Contd.)

My arrival in Cape Town was around lunch time on Wednesday the 19th December, 1973. I was able to book into a very nice hotel 'The DeVaal' Hotel just on the outskirts of the city. Cape Town I thought was one of the nice places that I have seen. Not quite as big as Johannesburg and being on the coast it was very similar to Adelaide. With Table Mountain the huge plateau directly behind the city, towering up some 3,000 odd feet it gave the city quite some character.

Once again, through the Model Engineering Fraternity, I was able to make contact with model engineer chaps in Cape Town.

The first one I contacted was Jimmy Scott, a versatile and very good model engineer. He has built up something like 11 engines in his lifetime. He in turn introduced me to several other model engineers and between the lot they gave me a marvellous time. Jack Love, Jack Busbridge, Ken Bond - just to name a few, and I had been given the address of Bill Schutz to have a look at his 16 DA that he built in 5" gauge and it gave me some idea how big the 16E that I wanted to build would be.

On Christmas Day I was at a loose end and didn't know quite what to do, but on the previous day I had a wonderful invitation to have Christmas Dinner at one of the Model Engineering chaps place, Stan Ward and his wife Beryl. They made me feel really at home and like one of the family that day and it was wonderful to have Christmas Day among friends so far from home. Christmas morning before Stan picked me up from the Hotel I decided to go up to the top of Table Mountain and boy it was a wonderful morning. The view from the top is absolutely marvellous and the only way you can get to Table Mountain is by the cable car that goes from about halfway up to the summit and that is quite an experience. It rises on the cable, some 4,000 feet long, to the top in about a few minutes and travels something like 10 miles per hour.

The cable cars themselves carry about 27 people and you almost feel like you are flying, suspended from this thin wire going up to the top, but the view was well worth it. Ken Bond, another Model Engineer in Cape Town, took me to the Fire Station and also to their new track that they are building at "St. Josephs", a Catholic Home for Crippled Children. They have been donated the land and they are building an elevated track at the Home, for the model engineers. Also spent several pleasant afternoons at Jack Loves, with a very interesting garden railway in 3½"G.

Once again I had to move on, but not before I had a bus tour down to see the much famed Cape of Good Hope, the most southerly point of South Africa.

From Cape Town I went on the overnight train to George on my way to Port Elizabeth, on the East Coast, as I wanted to stay in George a few days to have a look and have a run down on the short branch line to Knysna, where I had been given an address of the engine driver there by Rene Etter, with the hope that I might be able to get a cab ride.

The first part of the trip was to Worcester on the electrified section, and from Worcester to Riverdale during the night, a G.M.A. Garrett was at the head of our train, from Riverdale to Mossell Bay and George we had a G.E.A. Garrett at the head of the train which is something similar to our 3'-6" gauge locos of the 400 class on the South Australian Railways. At George I had my one and only trouble with accommodation. George being close to the coast, and in the Christmas period, was booked out with holidaymakers but I managed to get a hotel for one night, a different hotel the next night but couldn't get out of George as all the trains were booked out, so I finished up sleeping one night in a caravan at the back of one of the hotels, through the kindness of the publican's wife, who made me very comfortable and very welcome.

From George I went on then to Port Elizabeth by train again and this was another wonderful trip over the Outeniqua Mountains and what a marvellous bit of railway engineering this was. The line is just hacked out of the side of the mountains and it winds around into tunnels and over steep gorges. This has got to be seen to be believed. At the head of the train again was a G.E.A. Garrett, this going as far as Oudtshoorn, from there a 19D Class took the train on to Klipplaat, and from Klipplaat to Port Elizabeth two double-headed 15 A.R. engines were on the train. The trip from George to Port Elizabeth took a day and a half. I spent New Year's Eve on the train from George to Port Elizabeth and met two Aussie lads by coincidence, Paul McDonald and Tony Marsden from Melbourne. Tony is working in Bloemfontein as a fireman on the railways for which they had gone to South Africa to do.

Again in Port Elizabeth I made contact with Model Engineers and met Vernon Grant the Secretary who was kind enough to look after me and gave me a good time while I was there.

The Model Engineers at Port Elizabeth have just started build- in their new track and I believe it was due to be opened on the Easter period in April 1974. I had the address of John van Neikierk in Port Elizabeth but was told he was sick at the time with a stroke and I was unable to meet him, but I have since found out he has made wonderful progress and I wish him all the best for the future as good model engineers are hard to replace.

Vernon Grant was good enough to take me to Humewood Road Depot on the 2' gauge line that operates at Port Elizabeth some 148 miles to Avontour and I was lucky enough to get a cab ride in an N.G. 16 Class 2' gauge garrett for quite a few miles to a place called Leorie and I would say this was one of the most wonderful afternoons I had spent, and have since corresponded with the driver and fireman of that engine and sent them some postcards of the South Australian engines as they wanted them for their own collection.

Port Elizabeth is quite a large city industrially. It has several big motor building plants - General Motors and Ford have factories there and also a port for loading general cargo and iron ore that is shipped down by rail from the Johannesburg area and these ore trains come through with 100 wagons and up to six diesels, being over a mile long and carrying something like 5,000 ton of ore. At the locomotive depot in Sydenham I once again saw a big range of different types of South African engines making several trips out by suburban steam trains to Swartkops Junction in the afternoons to get their local passenger trains photographed in the afternoon sun.

From Port Elizabeth I decided I would go to Durban by luxury bus instead of by rail. As the railways run all the tourist service, I went by bus run by the Railways. This was a three day trip and it took me up through Transkie an independent native territory with their administrative headquarters at Umtata. We went to the Port of St. Johns for a one night stay with another night at Umtata, on the way we also went through the large port of East London. At Umtata we went to a Bantu village and saw some of the young native girls doing one of their traditional dances.

On to Durban I went, again making contact with the model engineers in this City. Durban is quite a large city and is their biggest port with practically all the shipping going through there in rivalry to Cape Town. It is a semi tropical area and is in a huge cane growing district, this being their main export. Laurie Wakelin was the Secretary of the Model Engineers there and he showed me around quite a bit and introduced me to Dick Collyer and several others.

Durban is not unlike Sydney, being a seaside port and also has a huge tourist population and I was, of course, in the middle of the tourist season with hundreds of people coming down to Durban from the inland cities for their Christmas vacations. Most of Durban's hotels are on the sea front and I think I counted in the hotel directory something like between 70 and 80 hotels.

Durban of course has electrified railways but they still use a number of steam locomotives on pick-up freights and shunting. Dick Collyer took me out one day and we went to Umzinto and Ixopo to see the 2' gauge Garretts working over the mountain range there. The little 2' gauge NG 16 Garretts were built in Johannesburg as late as 1967 by Hunslett Taylor and I have some wonderful films and tapes of these engines working on this line. The same day we went on to Pietermaritzburg to the Masons Mill Depot to see the G.M.A. Garretts on the 3'-6" gauge working out of Masons Mill. On the way back to Durban on this day trip we called into a friend of Dick's by the name of Mike Harburn for whom Dick had built a 9½" gauge Garrett. Mike lives at a place called Kloof some 20 odd miles from Durban on a property in the most magnificent setting I have ever seen and one of the most gorgeous houses that anybody could wish for. It would be a model engineer's dream to own such a property with a railway on it as Mike has with a 9½" gauge Garrett operating on it.

I went to the Model Engineers Clubhouse and track at Durban but didn't see anything operating there as most members were away on holiday at the time and consequently it was a bit static. I spent nearly a week in Durban and by this time the end of my holiday was drawing to a close and I eventually caught the Trans Natal Express back to Johannesburg, it being the overnight train.

The line from Durban to Johannesburg was just over 400 miles and is fully electrified with an electric loco pulling the train for the full distance. On arriving back in Johannesburg I met Rene & Yvette Etter again and it was unfortunate that I was having to say farewell to them. I had then been away from home close on 14 weeks and was getting anxious to get back to Australia and Adelaide. I had missed everybody from home, of course, and I would say this to anybody now that travelling on one's own is not always the best as you do get times of being extremely lonely, but by the same token I met some wonderful people in South Africa who gave me the most wonderful time of my whole life. To all these people I can't say enough to express my gratitude because if it wasn't for their efforts I doubt whether I would have had the opportunity of seeing as much as I did and through their kindness I was able to get the coverage and film of the South African locomotives which I have put together and have a most wonderful collection of movies and slides of my tour.

I left Johannesburg, on Wednesday 23rd January 1974 with a heavy heart, with the thought of leaving the many wonderful friends I had made, and so many beautiful steam locomotives, but with a big wish to return some day in the not too distant future.

It was a long flight over the Indian Ocean to Perth with only one stop at Mauritius, landing in Perth in the early hours of the morning. Bob Moss, his wife Jean and son Brian were there to meet me, with again more running at Castledare after doing some repairs to Bob's engine 'Denis'.

My joyful return to Adelaide on the 27th January 1974 had seen me away 14 weeks, with some wonderful experiences behind me, 7,700 feet of movie film, many boxes of slides, colour prints and tape recordings taken during my trip to South Africa.

Edited by C. Burden
Hon. Secretary (Ph. 795292)
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Mr. J. Moorfield

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